

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF CLAIMS:

1. (currently amended) Process for the distribution of air enriched in oxygen to the passengers of [[an]] passenger transport aircraft, in which comprising the steps of:

selectively supplying air enriched in oxygen to the passengers so that there is supplied to the passengers a first fraction of air enriched in oxygen from an independent source, during a phase of descent of the passenger transport aircraft between a cruising altitude and a re-routing altitude, and

~~there is produced~~ producing, in an onboard separator, a second fraction of air enriched in oxygen different from said first fraction, which is delivered and supplying the second fraction to the passengers at least during a substantially stabilized phase of the flight of the passenger transport aircraft, taking place substantially at the re-routing altitude.

2. (original) Process according to claim 1, characterized in that the re-routing altitude is greater than 5,500 meters.

3. (original) Process according to claim 1, characterized in that the re-routing altitude is comprised between 6,000 and 8,000 meters.

4. (original) Process according to claim 1, characterized in that the second fraction of enriched air has an oxygen content comprised between 60 and 95% and is produced at a pressure between 1.5 and 2.5 bars gauge.

5. (currently amended) Process according to claim 4, characterized in that said second fraction of air is produced in a molecular sieve concentrator ~~[[2]]~~.

6. (original) Process according to claim 1, characterized in that the independent source contains oxygen at a pressure higher than 110 bars gauge.

7. (original) Process according to claim 1, characterized in that, during the phase of flight at the re-routing altitude, substantially no more of the first fraction of air enriched in oxygen is supplied to the passengers.

8. (original) Process according to claim 1, characterized in that, during said phase of descent, only the

first fraction of enriched air is supplied and during the substantially stabilized phase of flight, only the second fraction of enriched air is supplied.

9. (new) A process for the distribution of air enriched in oxygen to passengers of a passenger transport aircraft, comprising the steps of:

selectively supplying air enriched in oxygen to the passengers so that during a phase of descent of the passenger aircraft between a cruising altitude and a re-routing lower altitude, there is supplied to the passengers a first fraction of air enriched in oxygen from an independent high pressure oxygen source, and

producing, in an onboard separator, which is different from the high pressure oxygen source, a second fraction of air enriched in oxygen at a lower pressure than a pressure at which the first fraction is supplied, and delivering the second fraction of air to the passengers at least during a continued substantially stabilized phase of the flight of the passenger aircraft, taking place substantially at said re-routing altitude.

10. (new) The process of claim 9, wherein the pressure of the oxygen available from the independent source is greater

than 110 bars and reduced before being supplied to the passengers.

11. (new) The process of claim 9, wherein the second fraction of air enriched in oxygen is produced at a pressure not exceeding 2.5 bar.

12. (new) A process for the distribution of air enriched in oxygen to people on an aircraft during abnormal operation of the aircraft, comprising the steps of:

providing each of the people with an oxygen mask, only when the aircraft is experiencing abnormal operating conditions;

then, supplying a first fraction of air enriched in oxygen from an independent source to the people through said oxygen mask, during a phase of descent of the aircraft between a cruising altitude and a lower re-routing altitude;

producing a second fraction of air enriched in oxygen, in an onboard separator different from said independent source; and

supplying said second fraction of air to the passengers through said oxygen mask, when the aircraft is at said re-routing altitude.

13. (new) The process according to claim 12, wherein the re-routing altitude is greater than 5,500 meters.

14. (new) The process according to claim 12, wherein the second fraction of enriched air has an oxygen content comprised between 60 and 95% and is produced at a pressure between 1.5 and 2.5 bars gauge.

15. (new) The process according to claim 12, wherein the independent source are cylinder containing oxygen at a pressure higher than 110 bars gauge.

16. (new) The process according to claim 15, wherein the onboard separator obtains compressed air from a source within the aircraft.

17. (new) The process according to claim 16, wherein said source is elected from one of an air conditioning circuit of the aircraft and a compressor stage of reactors of the aircraft.

18. (new) The process according to claim 16, wherein said second fraction of air is produced at a pressure between 1.5 and 2.5 bars gauge.

19. (new) The process according to claim 12, wherein a supply of the first fraction of air enriched in oxygen is stopped when the aircraft reaches the re-routing altitude.

20. (new) The process according to claim 12, wherein, during said phase of descent, only the first fraction of enriched air is supplied and when the aircraft is at said re-routing altitude, only the second fraction of enriched air is supplied.